SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 1

(New Form and Series. Old Series No. 21)

FOR THE

SHASTA DIVISION.

TO TAKE EFFECT FRIDAY, JULY 1st, 1892, AT 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

JAS. AGLER,
Div. Superintendent.

SHASTA DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO.									DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 1, July 1, 1892.	DISTANCE FROM DUNSMUIR.	TOWARD SAN FRANCISCO.								
Second Class.					First Class.							First Class.				Second Class.				
			31			17		15				16		18			32			
			Through Freight.			Redding Passenger.		Oregon Express.		STATIONS.		Oregon Express.		Redding Passenger.			Through Freight.			
			Lv. Daily.			Lv. Daily.		Lv. Daily.				Ar. Daily.		Ar. Daily.			Ar. Daily.			
						A M 8.00		P M 7.00	0.00	SAN FRAN'CO 89.79	297.68	A M 8.15		P M 7.15						
			A M 4.20			A M 10.35		P M 10.50	89.79	dn. SACRAMENTO 109.21	207.89	A M 4.35		P M 4.00			P M 6.10			
			P M 6.30			P M 4.00		A M 4.05	199.00	dn. RED BLUFF	98.68	P M 10.45		A M 10.35			A M 4.05			
			P M 7.30			P M 4.05		A M 4.15	199.00	dn. RED BLUFF W. 10.29	98.68	P M 10.30		A M 10.30			A M 2.45			
			8.20			s 4.30		f 4.41	209.29	Hooker 6.75	88.39	f 10.05		s 10.05			2.05			
			9.00			s 4.45		s 4.55	216.04	d. Cottonwood W. 6.70	81.64	s 9.48		s 9.50			1.25			
			9.34			s 4.58		s 5.11	222.74	d. Anderson 6.25	74.94	s **9.34**		s 9.37			12.50			
			10.20			f 5.10		f 5.25	228.99	Girvan 4.89	68.69	f 9.21		f 9.25			12.15			
			11.40 A M			5.20 P M		s 5.37 / 5.42	233.88	dn. REDDING W. 2.73	63.80	9.10 / s 9.05		9.15 A M			A M **11.40**			
			12 05					s 5.49	236.61	d. Middle Creek 6.97	61.07	s 8.57					11.00			
			12.45					s 6.09	243.58	Copley W. 7.65	54.10	s 8.37					10.25			
			1.30					s 6.31	251.23	d. Kennet 4.54	46.45	s 8.13					9.47			
			2.00					f 6.44	255.77	Morley W. 3.65	41.91	f 8.00					9.22			
			2.25					f 6.55	259.42	Elmore 7.28	38.26	f 7.50					9.03			
			3.10					f 7.22	266.70	Smithson 5.66	30.98	f 7.29					8.26			
			4.00					s 7.43	272.36	d. Delta W. 3.22	25.32	s 7.13					7.57			
			4.25					f 7.53	275.58	Slatonis 4.00	22.10	f 7.01					7.34			
			4.55					f 8.06	279.58	Gibson 3.33	18.10	f 6.49					7.13			
			5.20					f 8.18	282.91	Chromite 2.27	14.77	f 6.39					6.55			
			5.40					s 8.26	285.18	d. Sims W. 5.70	12.50	s **6.32**					**6.32**			
			6.20					f 8.46	290.88	Castella 2.90	6.80	f 6.14					5.48			
			6.35					f 8.56	293.78	d. Castle Crag 2.30	3.90	f 6.05					5.30			
			6.50					f 9.04	296.08	Chestnut 1.60	1.60	f 5.58					5.13			
			7.00 A M					9.09 A M	297.68	dn. DUNSMUIR W.	0.00	5.53 P M					5.05 P M			
			Ar. Daily.			Ar. Daily.		Ar. Daily.				Lv. Daily.		Lv. Daily.			Lv. Daily.			

SHASTA DIVISION: Dunsmuir and Ashland.

FROM SAN FRANCISCO.									TIME TABLE No. 1, July 1, 1892.		TOWARD SAN FRANCISCO.								
Second Class.				First Class.				DISTANCE FROM SAN FRANCISCO.		DISTANCE FROM ASHLAND.	First Class.				Second Class.				
			31 — Through Freight.				15 — Oregon Express.		STATIONS.		16 — Oregon Express.				32 — Through Freight.				
			Lv. Daily.				Lv. Daily.				Ar. Daily.				Ar. Daily.				
			A M 8.00				A M 9.16	297.68	dn. DUNSMUIR W. 1.10	107.10	P M 5.46				P M 4.20				
			No Siding.				f No Siding	298.78	Upper Soda Spgs. 2.15	106.00	f No Siding				No Siding.				
			8.17				s 9.31 / 9.36	300.93	Shasta Spgs 2.35	103.85	5.32 / s 5 27				4.00				
			8.30				f 9.47	303.28	Cantara 3.70	101.50	f 5.18				3.45				
			9.00				s 10.04	306.98	d. Mott 2.20	97.80	s 5.04				3.20				
			9.20				f 10.13	309.18	McCloud 3.20	95.60	f 4.55				2.50				
			10.15				s 10.22 / 10.47	312.38	d. SISSON W. 7.30	92.40	4.46 / s 4.21				2.10				
			11.07				s **11.07**	319.68	Black Butte Summit 1.80	85.10	f 4.01				1.15				
			11.27				s 11.15	321.48	Igerna 7.70	83.30	s 3.54				1.05				
			P M **12.15**				s **11.45** P M	329.18	d. Edgewood W. 7.50	75.60	s 3.27				**12.15** P M / **11.35**				
			1.15				s 12.04	336.68	d. Gazelle 8.20	68.10	s 3.06				11.10				
			1.45				f 12.22	344.88	Grenada 6.30	59.90	f 2.47				10.35				
			2.33				s 12.37	351.18	d. MONTAGUE W. 5.30	53.60	s **2.33**				10.10				
			3.30				f 12.49	356.48	Snowdon 5.20	48.30	f 2.19				9.30				
			4.10				s 1.03	361.68	d. Ager 7.10	43.10	s 2.00				9.05				
			5.00				s **1.33**	368.78	d. Hornbrook W. 4.40	36.00	**1.40** / s **1.33**				8.30 / 8.20				
			5.30				f 1.52	373.18	Zuleka 5.40	31.60	f 1.13				7.50				
			6.10				s 2.10	378.58	Coles 4.60	26.20	s 12.52				7.20				
			6.40				f 2.33	383.18	Gregory 1.60	21.60	f 12.30				6.45				
			No Siding.				f No Siding	384.78	Colestin 3.00	20.00	f No Siding.				No Siding.				
			7.15				s 2.56	387.78	d. Siskiyou 7.30	17.00	s 12.08 P M				6.10				
			8.15				f 3.31	395.08	Steinman W. 5.60	9.70	f 11.29				5.15				
			9.00				f 3.55	400.08	Clawson 4.70	4.70	f 11.03				4.40				
			9.30 P M				4.10 P M	404.78	dn. ASHLAND W.	0.00	10.50				4.20 A M				
			10.30 P M				4.40 P M	404.78	ASHLAND 341.41	341.41	10.20 A M				6.45 P M				
			7.20 A M				7.35 A M	745.55	PORTLAND	0.00	7.00 P M				4.45 A M				
			Ar. Daily.				Ar. Daily.				Lv. Daily.				Lv. Daily.				

SPECIAL RULES.

Dunsmuir will be terminal station for all trains.

Trains or light engines between Snowdon and Ashland must reduce their speed to eight miles per hour no curves, and to four miles per hour crossing bridges and trestle work.

When trains of same class meet on heavy grade where there is a derailing switch in the passing track, the train going up grade will take siding.

Freight trains will carry no passengers but employees going to or from their work, except as provided in Rule 242.

Nos. 17 and 18 will stop on signal at Buckeye and Anderson Brickyard.

Nos. 15 and 16 will stop on signal at Klamathon.

Beside those indicated on the time table there are water tanks three-quarters of a mile north of Cantara, one mile north of Coles, and one mile south of Siskiyou.

Registering stations: Red Bluff, Redding, Dunsmuir, Hornbrook, Ashland. Standard clocks are located at these places.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop when wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.